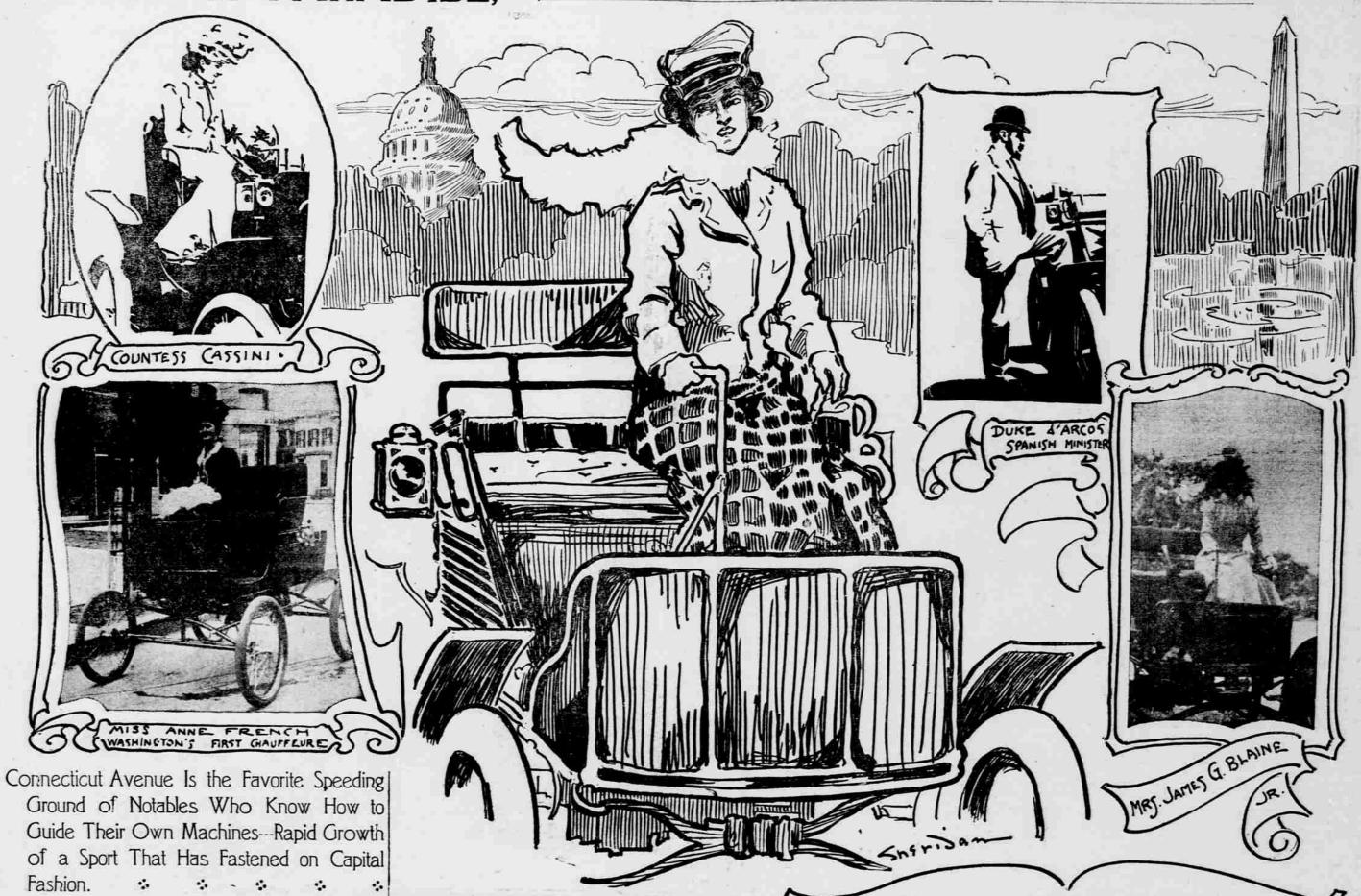
# \* : : "IT IS PARADISE," CRIES THE WASHINGTON CHAUFFEUR. : : :



chauffeur, gazing down the broad expanse of Pennsylvania

"must have had in mind the automobile. I have driven my machine through Paris, London, Berlin, and New York, but Washington-ah, it is the para-This opinion seems to be held in com-

city. Because the wide streets of Washington are not over cowded with traffic, the amateur chauffeur may drive his automobile at will, with the greatest degree of ease and safety. The speed, too, attained on the busiest thoroughfares of Washington is remarkable when compared with the slow, fitful headway made in other large cities.

Impeins a man with alsoure in view driving his "auto" up Broadway in the morning or afternoon during business hours; and yet, about noon a few days ago, Col. Henry May shot down Pennsylvania Avenue in his big red-wheeled Winton, easily maintaining his position by the side of a swiftly moving electric car from the Treasury Department to the Pennsylvania Railway Station, an approximate distance of two-thirds of a mile. Had he been so disposed Colonel May might have continued the entire length of the Avenue on to the Eastern Branch Bridge, without checking his speed or discommeding

THE men who paved the streets of | any citizen of Washington. And Pennsyl-Washington," said a visiting vania Avenue is Washington's principal

### Wu Ting-fang for a Race.

Mr. Wu Ting-fang, the Chinese Minister, who seemed in a great hurry, dashed past Colonel May in a light locomobile driven by an expert chauffeur. The great Oriental diplomat was gowned as usual in the flowing roles typical of his country, and seemed to highly enjoy the exthe amouth asphalt pavements of this hilarating motion through keen air. He chine and the advisability of permitting made a gesture as if challenging a race, but the latter, not being a foreign ambassador and immune from police regulations, declined the centest. Judging, however, from the appearance of Colonel May's heavy red-wheeled carriage, one would not have hesitated long in his choice of a favorite had the race taken

Today Washington is filled with automobilists. Five years ago there was not one in the District of Columbia. Mr. W. J. Foss was our first chauffeur. On March 10, 1897, Mr. Foss arrived in Washington electrical carriage in the freight depot of the Baltimore and Ohio Railroad. Shortly afterward or, to be more explicit, at twenty minutes past 2 o'clock in the afternoon, he made his first appearance Previous to the arrival of Mr. Fess One old man was overheard to may that

THE BALLAD OF THE AUTOMOBILE.

columns of the local press concerning the pedestrians and horses from the introduction of self-propelling vehicles into local press was unnecessarily alarmed, Mr. Foss drove his automobile direct to the offices of the Commissioners of the District of Columbia and invited Mr. John Wight, then Chief Commissioner, to take nodded pleasantly to Colonel May and it to be operated in Washington, Mr. Wight accepted the invitation and, surrounded by an unexpected escort of bicyclists, loafers and small boys, the two gentlemen made a tour of the city.

#### A Chorus of Objections.

The appearance of the first automobile naturally created a ripple of excitement. Filled with curiosity, pedestrians stood on the curb and watched the marvelous vehicle until it disappeared from sight. Having in mind their own interests, liverymen and dealers in horses vehemently declared that the new-fangled machine from Hartford, Conn., and unpacked an | was not worth a continental, and thereupon illogically proceeded to dispose of their surplus live stock. The drivers of hansom cabs protested that its introduction was a clear infringement on their constitutional rights, and regretted that, on Pennsylvania Avenue, in the first au- as citizens of the District, they were detomobile to appear on the streets of the prived of a voice and vote in the making of laws.

there had been much agitation in the "The dinged thing must have suthin" inside to make it go," which, though truthpossible danger that might result to ful was not a particularly brilliant observation. And one old woman said that "ef sech death-dealin", infernal machines wuz allowed on the streets of Washington she reckoned to stay indoors." But despite public opinion, favorable or otherwise, the automobile had come, and com to stay.

Washington's first chauffense was Miss Anne French She drove a locomobile through Washington on February 1, 1900. Though the horseless carriage was at that date no longer an innovation, the appear-ance of a woman locomobilist, particularof one in whom great courage was united with great beauty, revived fresh curiosity. For many days, and until her appearance had cossed to be a novelty. Miss French and her locomobile were followed by an interested and admiring, though somewhat annoying, guard of honor. Whenever and wherever she stopped the fair chauficuse was surro

#### Miss French's Rival.

"After I had been driving my loco for some time," she remarked, in defirst chauffeuse, "a woman in the employ of an automobile company wrote to one of the local papers claiming that she had antedated me as a chauffer several days. I was rather proud and jenlous of the distinction, and of course when this person attempted to deprive me of it I was very, very indignant. very much amused.

#### Distinguished Chauffeurs.

Following the advent of Mr. Foss and Miss French, an army of chantleurs has appeared in Washington, composed or ome of the most prominent men and women in the United States. In fact, in no other city of the Union may one sec so many people driving their own auto-

Lient, Gen. Nelson A. Miles is an enthusicatic chauffour. Every morning, in clear weather, be traves his bome at 175 N Street, and taken a spin over the

Probably no class of professional men as min h as the doctors of Washington appreciate the advantage of an automo-bile. In all sorts of weather, at any time and under any circumstance, the horse less carriage outerrips the equine motive power upon which the physicians have been hitheria forced to depend.

#### A Boon to Physicians.

Through a blistering heat of a summer day or the billing cold of a winter's night, Dr. W. W. Johns, of a marble face, with its straight, chiselled nose, and compressed fouth thin and keen as a cur

from the automobile that whisks the famous physician hither and thither to his army of patients. Dr. French, too, Miss (Anne French's father, who enjoys the distinction of being the first physician chauffour of Washington, is frequently seen in his locomobile. Then, there are Drs. Wiley, Yarrow, Anderson, Jenkins, Mardia, and many others, who prefer the 'auto" to the horse.

W.J. FOSS

Among the other well-known autom billists of Washington are Mr. Jerome N C. Bonaparie, Rev. J. A. Aspinwall, Mr. George Eufler, president of the Metropoli tan Street Railway Company. Mr. John He had put several perales into that Wilkins, Mr. Clarence F. Norment, Mr. machine without retting any out, and he sheat of the nuclaine and a bushel . are and Kean and the automobiles of one of the west and Aparonal mains are desired as a femalism Capital Hill every morning a shortly before the bour for convening outputs.

Connectical Avenue is frequently the Stephen, parts and Richard Elkins, all of the recordly emale. Connecticut Avenue is frequently the scene of a procession of notables guiding their own a fonobiles, true day last werk there pared within half an hour Mr. Regimed 40 Keys, a the composer of "Maid Marian" and "Robin Hood," the Countess Castill, the Spaniol Minister, 1986 by Aron, Layrell Crackenthorpe, secretary of the Berlish Embany, Mr. G. H. P. Belmant, Mr. Clarence Moore, Scanior Clark, who has recently quarknessed a machine with a record of nirty miles an hour, and General George H. Harries, commanding effect of the District National Guard. results sheded the following officers: President Lieutement General Nelson A. Aliles: Erst whre president, Mr. F. G. Stevens: second vice president, Hon. Jo-seph C. Sitley, third who president, Mr. Clarence F. Norment: forth vice presi-dent, Mr. E. L. Westen; secretary, Mr. W. J. Pous; treasurer, Mr. P. J. Lock-wood. In addition to the officers of the wood. wood in addition to the officers of the club, the heard of governors is composed of Col. Henry C. May chairman, Admiral J. M. Flint, U. S. N. (retired), Mr. Davis

Ellims and Mr. Clarence Moore, The Automobile Club meets on the first Monday of every month, when there is a lecture delivered by a member of the club an some topic of interest to automobilists. Under the auspices of the Automobile Under the auspices of the Automobile Club, an exposition will be held at the Washington Light Infantry Armory, dur ing the second week of April, to be ter-minated by a grand parade and carnival pressed fouth thin and keen as a car-geon's knife-cut, may be seen, peering in which the most prominent chauseurs of Washington will participate.

## The Dreadful Fate of an Economist

was in no way different from any | said; destined to have a remantle history. A pot here. The man who runs the drug man had planned to clope with it. He was not actuated by any love for the fresh gum. Today was sturmy and nobedy

WASHINGTON'S

FIRST CHAUFFEUR

nachine itself. In fact, his motives were bought any gum except the little girl much the same of these which have around the corner. You can have all the caused some other elopements in bistory, 'test.' was now determined to steal the muchine wire. Then he said: mortals had inserted, after which he cepted. I will chew this gum and save it. to get at least six drinks out of them. the dissecting, when the cars were not them all. And he chessed on. Then h running. But he reached the lonely spot began to think how good

fingers, and imperiled his immortal soul will never be good for anything else so in wrenching the thing apart, he reached long as he lives. chewing-gum feil out. Also two pennics, would be willing to work at anything else.

arned rest attacked the machine.

N a street corner, in the dead of | Then there came a faint, dying gasp

night, stood a slot machine. It from what was left of the machine, and it other slot machine, but it was . "You are looking for my money. It is store took it all out yesterday and put in

bodily, take it off into some secluded. "I cannot waste all this som, and I will place, disaget, it, and find the pennies not give it away. When one goes a-bue which he and doubtless other gasguides convering any sort of body must be acwould leave the wreck of the machine. So be began chewing the sum. He itself and have a good time with the pen- thought at first he would finish all the nies. He thought that he might be able packages of one flavor, but he soon found o get at least six drinks out of them.

So he stale the machine and ran off retation. By and by the flavors became so with it, all in the dead of night; and it mixed that they all tasted alike, and then was a heavier load than he thought it he was sure his mind was going. But he would be; and be had never realized that chowed on. He counted the packages and it took so much brown paper to do up a found that he had only disposed of 1 per greel that size, or that it was no far to cout of the whole, and he becan to calcuthe vacant lat where he was going to do lifte how long it would take him to finish

at last, and after a few minutes of well- brenkfast would taste if he only had any taste left in his mouth. ..... It was a worse job than he thought, get- if this would last forever. And he chewed ting it open, and if he had not been very on. And when the detectives looked up hard pressed for money he might have the trail of the slot machine and found concluded to heave it alone and get a him in the early morning he was still job at stone-breaking. But after he had doing his best to dispose of his ill-gotten jammed his thumb and pounded his gains, and the physicians think that he

the cavity where he expected to find the Moral. Some people work harder trying treasure. A bushel or so of packages of to make a dishonest living than they

Out of the woods and into the stress of Gothum marts there ! Then he boisted the wreck on its limping wheels and man-Young Timothy Hay and began straightway to dicker with

Life for fame. And he cared no whit on thrones to sit or at ahrines of art One aim alone before him shone-to possess an automobile.

Midas plan. To wake up the world as it never was woke since its slow old life hegan.

By the whoch in his head and the whoch on his feet he comed the heavy Patter,

And hid slong the read to wealth as one on railer states.

He had a scheme like an opium dream constructed on

He bought his treasure and mounted the reat, and guzed nerces the tand,
And felt with joy the nurvelous log obey his untried hand,
And when he saw the chauffeur wait to take him all about,
He said: "I know what I want to do, and you may's well

The chauffeur lit with miscrity-he had seen such things And the automobile on its slient wheel sped like the days of yere.

And lest in dreams sat Timothy, until of a sudden he
Became aware that his agile charge was trying to elimb a

Now what he said as he felt of his head I should not like to say, No bicycle, skates or electric car had treated him that way. So he sat him down beside the road to see what the matter might be. "The machine must be out of order," he quoth, "there's nothing the matter with me."

He set the steering rod nor'-nor'-east and physicked the running gear.

And what he did to the gasolene tank it doth not yet ap-

And the hair of the horrified cows rose up as they gazed across the fence,

For the air was blue with the sizzing smoke and language most intense.

aged to make it go,
Though its progress was somewhat erratic, and tired-like and slow, And reopte gave it all of the road when they saw it com-

Till it reached the brow of a little bill and started out He pounded the brake and he cried, "Gee! Haw!" Lut it did not understand, And it terned unlimited numersaults belows the startled

But though he was tumbled upside down in a most unswemly Nobely saw a conviction of sin shaken cut of Timothy Hay. He picked himself and the automobile from the mud of the

And the state of the two was such that you could hardly tell which from which, And he said, "It is all this darmed much he, as yet can duinty see, all my (inkering did no good, and there's nothing the

There came a buzz from the fattered Thing, as he climbed to his cent once more.

And he row on the wings of a purple cloud and a chill and For whether it was that the imuft brianned its precion's bitter cup, Or what was the matter schody knows, but that automobile

The automobile and Timothy went on to the by and by. were subdivided so thoroughly that not till the next Did aught descend that was recognized as relics of the

A recking smell of gasolene went forth and smote the

Now while to run an automobile is a joyous thing to do. The joy is done and so more it is fun when the sutemobile runs you.
And it's best to know where the rivels go, and every cog Unless you intend your tour to extend to heaven per auto-